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# NEWSLETTER

July 2013

Editor: Simon Hilson

## Wycombe Tri-Club Event

On Sunday 9<sup>th</sup> June, the first two rounds of the 2013 Tri Club competitions were completed at Wycombe's Flackwell field. The weather was blustery but the rain held off for a change.

There was a good turnout despite the wind, with over twenty people from the Wycombe, West London and Chesham clubs. A number of spectators came to watch the fun.

Eight pilots took part, with others deciding the wind was little strong for their models. There was a healthy mix of airframe types and power plants with a fairly even split of glow to electric.

Following a pilots briefing, round one commenced. This was the spot landing competition and required six circuits to be flown with a touch and go on the strip on each pass; the aim being to get the lowest time. If a pilot failed to touch on a pass they had an extra 20 seconds added to their time, so accuracy was important. A section in the centre of the runway was marked as an extra scoring zone, which deducted 10 seconds off the time if the aircraft wheels touched in the zone.

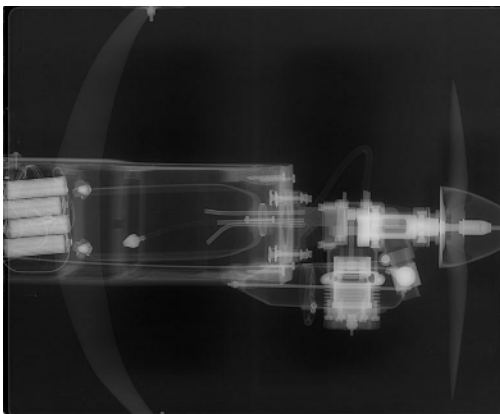
The key to this round was fly quick in the circuit, touch in the zone by having a good landing approach and avoid missing a touch by flying too quick. All of the contenders did remarkably well and there was some comedy when Mat Dawson ripped his wheels off on a touch, only to then grab his aircraft and hand launch it to continue.

Jon Harper won this round with his big Wot 4 with an exceedingly powerful Laser glow engine up front. He balanced high speed in the circuit, with accuracy and hit the bonus zone on each pass which was the clincher.

Round 2 then started and consisted of Stuart Whitehouse piloting a drone aircraft around the sky trailing a streamer about 15 feet long. The aim was take off, intercept the drone and use your prop to cut the streamer, and the person with the shortest time won.

Mat Dawson won this round with a time of 1 minute 30 seconds from take off to the cut; He also managed to "attach" the streamer to his own aircraft which then was chased by Stuart's drone and caused much amusement to the people watching.

### X-Ray Vision



Frixos decided that taking his engine apart when he had a fuel problem was way too time consuming and too much like hard work! So.... he had his engine X-Rayed by Martin Baker to see what was going on.

Contact Frixos if you want to get a look at the internals of your engine in this way - he may be able to organise it for you.

### An A for Jason



Jason Schofield, one of our newer members passed his A cert on the 1<sup>st</sup> June with club examiner Stuart Whitehouse.

Jason had taught himself to fly at his local park and just needed to practise the A routine and learn our site rules and BMFA safety procedures before taking the test.

### Diary Dates

Sunday 7<sup>th</sup> July  
Scale Day

Wednesday 10<sup>th</sup> July  
Field Meeting  
BBQ and electric flying

Sunday 14<sup>th</sup> July  
2<sup>nd</sup> Tri-Club Event  
At Chesham Model  
Aircraft Club. Bomb drop  
and dead stick landing.  
From 1pm.

Saturday 20<sup>th</sup> July  
Advanced Aerobatics  
Club Field from 1pm.



# Astro-Debate



*Above - members discussing the astroturf extension in the rain? No - its the crush to get at the BBQ.*

*Below - some random wandering about in the rain while Buffy wonders if she can get to the last of the food*



*Some random pointing showing the agreed extension area. That's all clear then!*



Members gathered at the field in the rain on the evening of 27<sup>th</sup> June, lured by the cunning offer of free food to discuss the proposed Astroturf extension.

There was also discussion about whether to leave the grass uncut to the left of the strip by the trees. The proposed astroturf extension is to the right and it would give Des less to cut. Members decided to keep the mown area the same. Can't have Des slacking!

After discussion it was agreed to widen the existing runway by about 4.5 metres. This also allowed for about 9 metres extension in length. The picture of Peter and Ron pointing shows the agreed extension area - it does, honestly....

Members also agreed to move the no fly line towards the wind sock. Planes flying anywhere to the far side of the windsock are now allowed.

About 25 members turned up for the free food and drink.... Oh and to discuss the Astroturf. The sausages and burgers were great too.



*Des Jones decided to take the windsock with him on this flight. Both the windsock and the plane landed safely.*



There have been a number of mid-air collisions at the club recently, mainly due to formation flying practice. Charlie Orrells decides to take things a step further with a mid-ground collision.

Some over-enthusiastic taxiing resulted in the loss of David Orrells wingtip. Much shouting then ensued to the amusement of everyone present!